MONTANA FISH, WILDLIFE, & PARKS

2014

Watercraft Inspection Station Annual Report

Montana Fish, Wildlife & Parks

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2014 ANNUAL WATERCRAFT INSPECTION STATION REPORT

INTRODUCTION

The Montana Department of Fish, Wildlife & Parks (FWP), Montana Department of Agriculture (MDA), Montana Department of Natural Resources and Conservation (DNRC), and Montana Department of Transportation (MDT) collectively implement the Montana Aquatic Invasive Species (AIS) Management Plan. The goal of the Plan is to minimize the harmful impacts of AIS by limiting or preventing the spread of AIS into, within, and out of Montana. This goal is achieved through coordination and collaboration between our partner agencies and stakeholder groups; prevention of new AIS introductions in the state; early detection and monitoring of invasive aquatic plants, animals and pathogens; control and eradication of new and established AIS populations; and outreach and education efforts. This report focuses on the prevention of new AIS introductions in the state, which is accomplished primarily through watercraft inspection stations.

Montana FWP has been operating watercraft inspection stations since 2004. Montana Department of Agriculture also operated watercraft inspection stations from 2009-2012, but due to changing authorities FWP now operates all of Montana's stations. Watercraft inspections have always been mandatory for anglers, and have been required for all other boaters since 2011. As watercraft and water-based equipment are a common vector for the transport and subsequent introduction of AIS, these check stations are a key part of Montana's overall prevention strategy.

Besides physically inspecting boats and equipment prior to launch or movement through the state, check station staff also demonstrate proper Inspect, Clean, and Dry techniques and educate boaters about the importance of doing so every time they move between waterbodies. FWP staff also collect information on water user origin, previous and future waterbodies visited, and AIS awareness. And finally, they check for possession of illegal live bait or fish. This information not only gives the inspector insight into the relative risk of that vessel for carrying AIS, it is vital to the overall guidance of the FWP AIS Management Program.

AWARENESS OF AIS

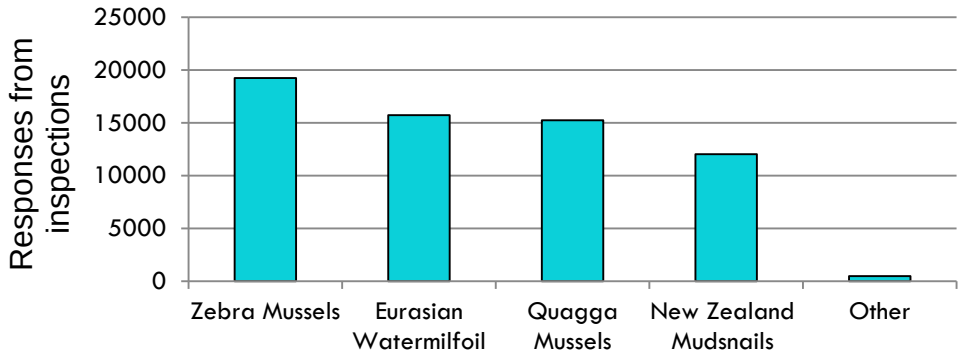

Figure 1. Awareness of AIS Species Among those Surveyed.

Awareness of AIS has increased steadily over the course of the AIS Program, due to a widespread public outreach and education program that has included radio, TV, print, newspaper, schools, angler groups, and especially the watercraft stations. In 2011, 17% of those surveyed were unaware of the threats posed by AIS, and by 2014 that number had shrunk considerably. The vast majority of users are aware of at least one kind of AIS, and many users are familiar with several. The organism the public is most knowledgeable about is the zebra mussel, followed by Eurasian watermilfoil, quagga mussels, and New Zealand mudsnails (Figure 1). The most common source of information was a previous check station, with over 60% of participants saying that they had passed through one previously (either this year or a prior year) and received information about AIS (Figure 2).

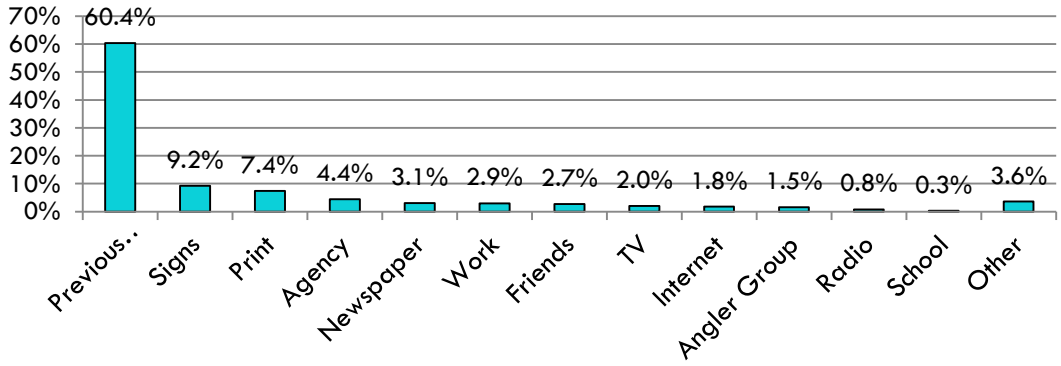

Figure 2. Source of AIS Knowledge among Surveyed Users

WATERCRAFT INSPECTION STATION LOCATIONS

Montana's watercraft inspection station sites are selected based on angler pressure, boater movement, estimated risk of AIS introduction, logistics, and input from other agencies and stakeholder groups. Each spring, FWP invites key agency and stakeholder representatives to meet for a day-long meeting to go over the previous year's data, logistical considerations, available funding, and to review new research and trends of AIS movement, viability, etc. Based on this discussion, FWP then develops a plan for that summer's station's locations and hours of operation.

In 2014, following this discussion, FWP operated the following locations listed in Table 1:

As in the last few years, FWP has focused much of its effort on border stations to prevent AIS from entering the state, but has also continued to have a significant presence at internal locations and popular waterbodies. The goal of this balanced approach is to:

1) Intercept AIS at Montana's borders
2) Prevent the internal spread of AIS already present in the state
3) Reach those users who may not encounter a border or highway station during their travels
4) Provide a presence at Montana's most popular waterbodies for outreach and education as well as providing additional prevention

One issue that is playing an increasingly large role in the selection and running of stations is the shortage of workers and housing in eastern Montana due to the current Bakken oil boom. For the past three years it has been very difficult to find local staff at the wages the Program is able to pay, or to provide housing for potential workers from outside the area. Because of this situation, the Fort Peck and Culbertson stations started late, and a planned Glasgow Roving crew was not able to be staffed at all in 2014. The FWP AIS Management Team continues to try to find creative solutions to this ongoing problem.

Table 1. Summary of FWP 2014 Watercraft Inspection Stations

Station Name	Hwy	Direction of Travel	Open days/week	Hours per day	Personnel per week	Start date 2014	End date 2014	Total Inspections	Total Fouled Boats
Border stations									
Dena Mora	I-90	East	7	12	4	5/26	8/31	1878	7
Dillon	I-15	North	7	12	4	5/23	9/1	767	13
Hardin	I-90	West	7	12	4	5/22	8/31	2247	58
Wibaux	I-94	West	7	12	3	5/23	9/1	627	1
Culbertson	Hwy 2	West	7	12	4	7/2	9/1	104	1
Eureka	Hwy 93	South	7	12	4	5/25	8/21	1119	19
Noxon	Hwy 200	East	4	10	2	5/22	9/1	747	8
Sweetgrass	I-15	South	4	7	1	6/5	8/26	20	0
Troy	Hwy 2	East	7	12	4	5/23	8/31	2370	57
Interior stations									
Fort Peck	Hwy 24	Multiple	7	12	4	6/12	9/1	1444	8
Clearwater Junction	Hwy 200/83	East/West/South	4	10	6	5/23	8/31	7051	99
Ronan	Hwy 93	North	7	12	6	5/24	8/31	4954	17
Coram	Hwy 2	West	7	12	4	5/1	9/1	3460	20
Thompson Falls	Hwy 200	East	7	12	4	5/22	9/1	2060	106
Roving Crews									
Billings Area	N/A	N/A	4	10	2	5/30	8/16	741	7
Bozeman Area	N/A	N/A	4	10	2	5/29	8/30	951	3
Helena Area	N/A	N/A	4	10	2	5/24	8/23	1639	13
Missoula Area	N/A	N/A	4	10	2	5/23	8/21	1340	11
Swan Area	N/A	N/A	4	10	2	6/12	8/31	487	3
Fort Peck Area	N/A	N/A	4	10	2	9/4	9/28	113	1
Other-called in	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	2
TOTALS								**34121**	**454**

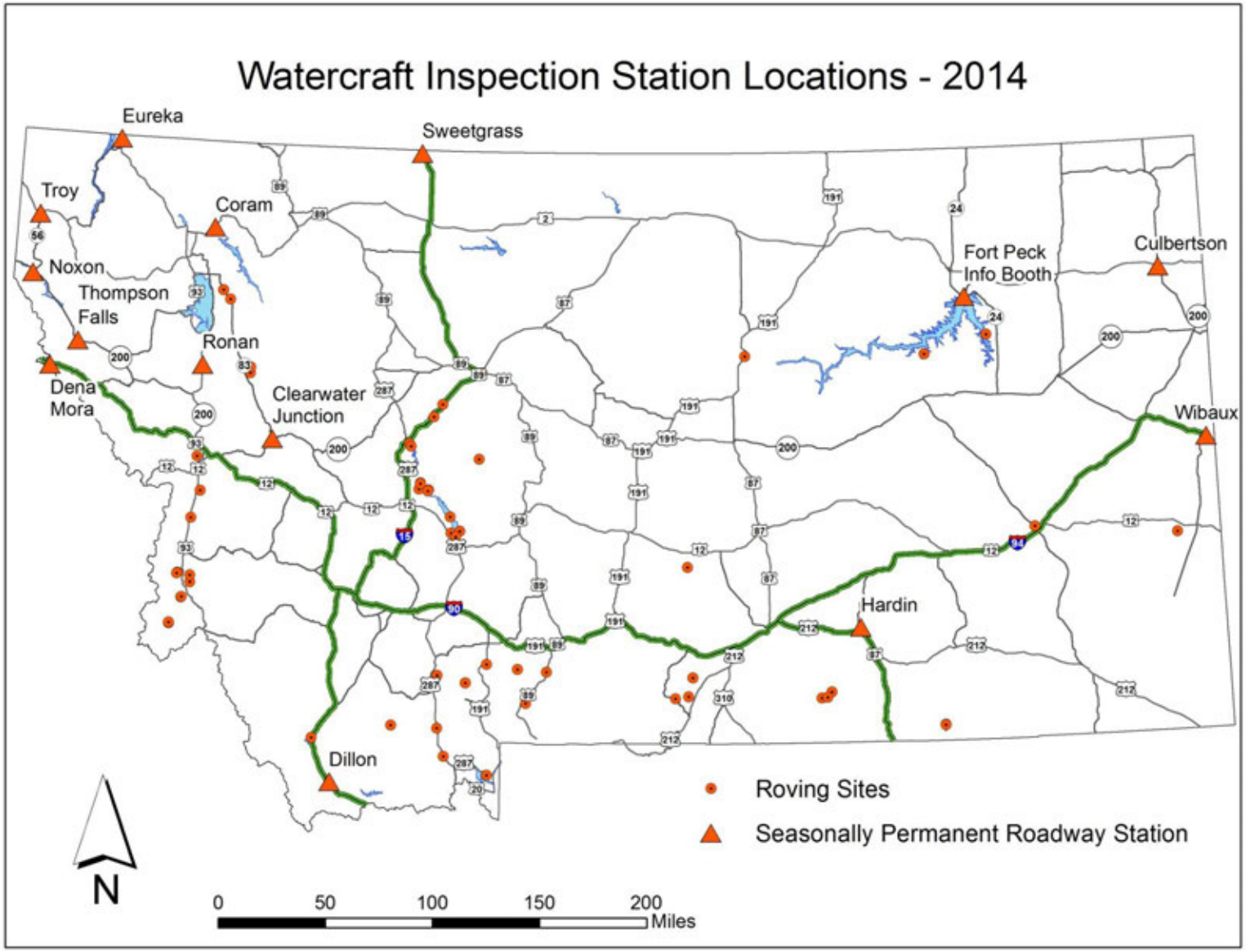

Figure 3. 2014 FWP Seasonally-Permanent and Roving Watercraft Inspection Stations

WATERCRAFT INSPECTION STATION TOTALS

FWP inspected 34,121 watercraft during the 2014 field season, which is the highest number since the inception of the watercraft inspection station program (Figure 4). We also reached 77,000 people through the inspection process. The high numbers were due to increased stations (Figure 5) and staff, made possible by the increase in funding from the legislature and from funding partnerships. The majority of stations in 2014 operated for a fifteen-week period between May 23 and Labor Day, although some ended earlier or stayed open longer based on agreements with program partners and employee availability. Not surprisingly, the July 4th weekend was the busiest period for boater movement (Figure 6).

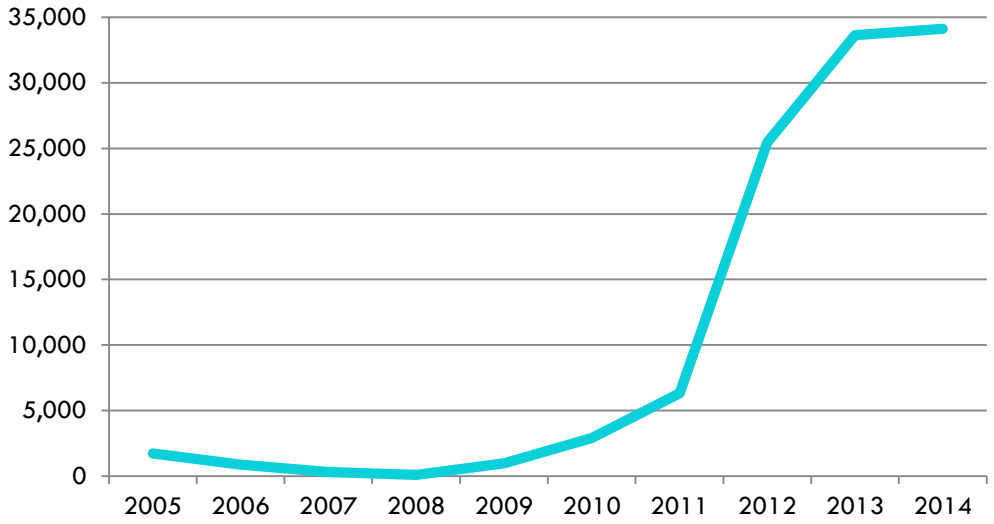

Figure 4. Number of Watercraft Inspections by Year.

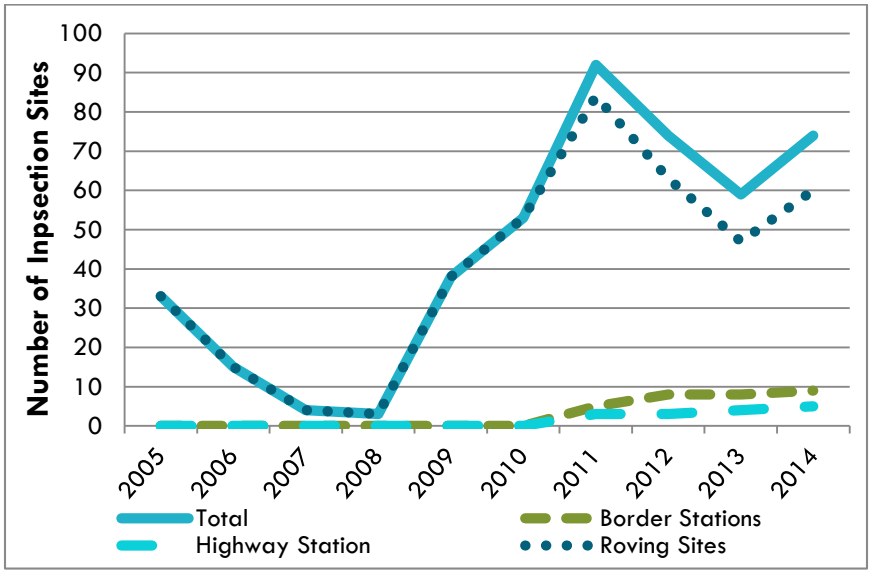

Figure 5. Number of Inspection Locations (includes seasonally permanent and all roving sites).

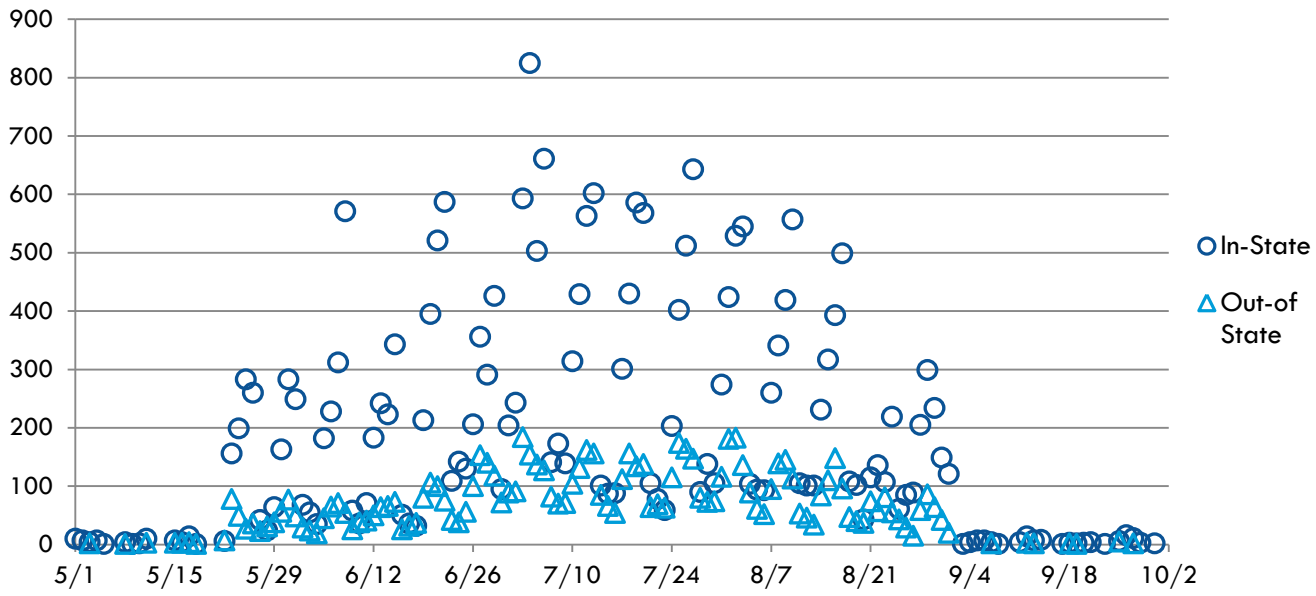

Figure 6. Number of Watercraft Inspections by Day for 2014.

OTHER WATERCRAFT INSPECTIONS

Besides inspections conducted at border, highway, and roving locations, FWP staff completed inspections of watercraft or equipment as needed outside of the mandatory inspection stations. Most of these inspections were of commercially-hauled watercraft that intended to launch in Montana. FWP is alerted to the entry of all commercially-hauled watercraft into the state through a Department of Transportation notification system, and all drivers carrying vessels that intend to launch in Montana waters receive a follow-up call and, if warranted, an inspection. Other times FWP receives calls from companies that are conducting work in or near waterbodies to ensure that equipment coming from out-of-state is not carrying AIS.

ORIGIN OF WATER USERS AND BOATER MOVEMENT

The origin of watercraft and subsequent movement is important information that helps guide the placement of FWP watercraft inspection stations and monitoring priorities, and helps inspectors assess relative risk. Those boats traveling from eastern states tend to come from areas where zebra mussels, quagga mussels, and EWM are prevalent, such as the Great Lakes. Those coming to Montana from western states such as Washington, Idaho and Oregon are likely to have been in waterbodies infested with EWM or other invasive aquatic plants. Those from more southwestern states risk carrying quagga mussels from the Colorado River System. The origin of in-state boats is important as well, as they might be coming from waters positive for New Zealand mudsnails (NZMS), EWM, curlyleaf pondweed (CLP), or flowering rush.

Of the 34,121 boats that passed through inspection stations during the 2014 season, 8,324 were from out-of-state, 25,514 were from Montana, and 281 inspections did not include information on origin. Figures 7 and 8 show the origin and subsequent movement of surveyed water users and shows the great distances that people cover in order to recreate in Montana. The map also illustrates that many people come to Montana from high-risk areas, as well as from areas with unknown AIS risks. The map in Figure 6

shows the density of the origin of surveyed water users. As expected, the majority of those surveyed were from in-state, followed by Washington, Alberta, Idaho, California, Utah, Wyoming, Oregon, Colorado, and British Columbia. For a complete breakdown of origin and movement of water users by state, refer to Appendix A, B, and C.

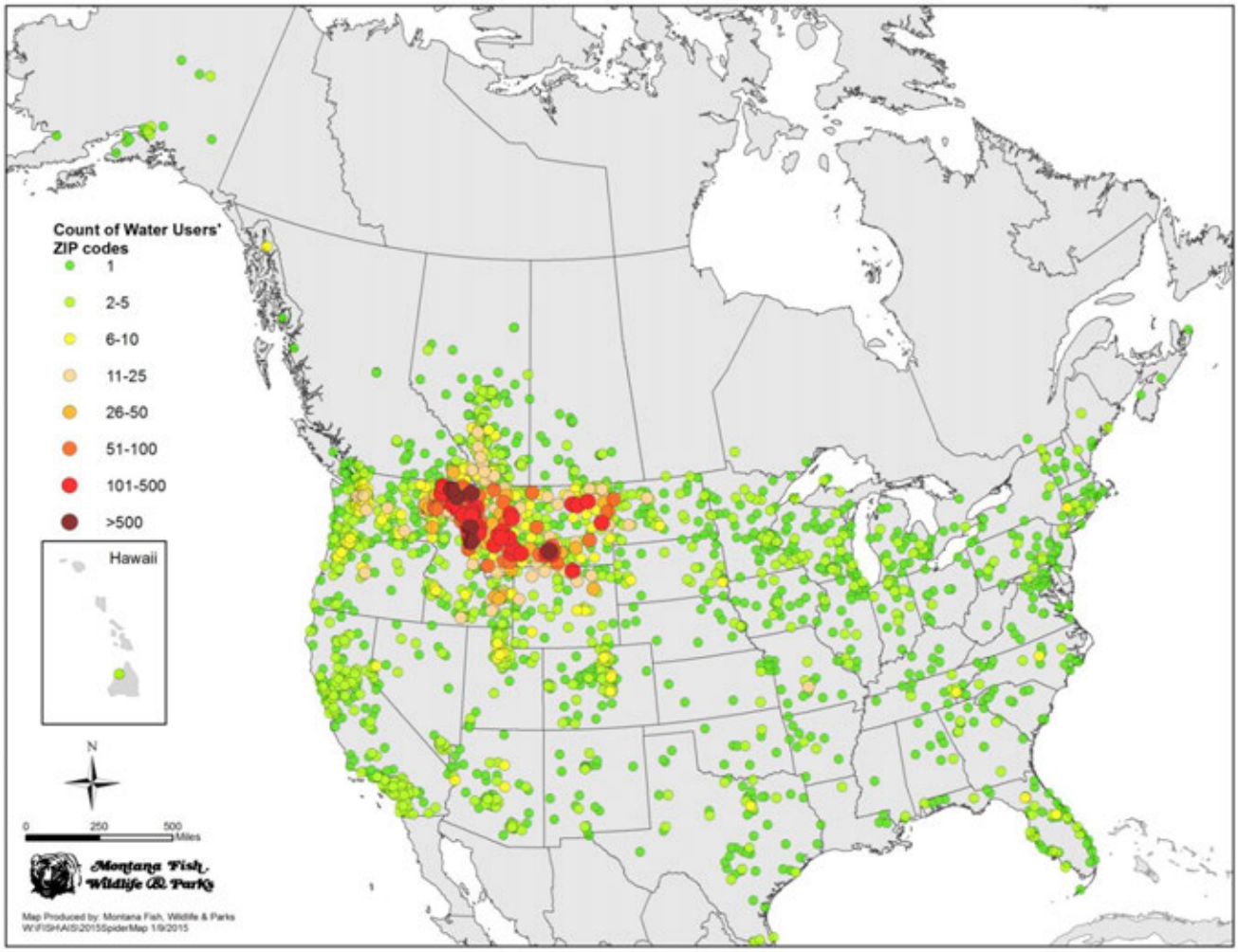

Figure 7. Distribution of Surveyed Water User Zip Codes

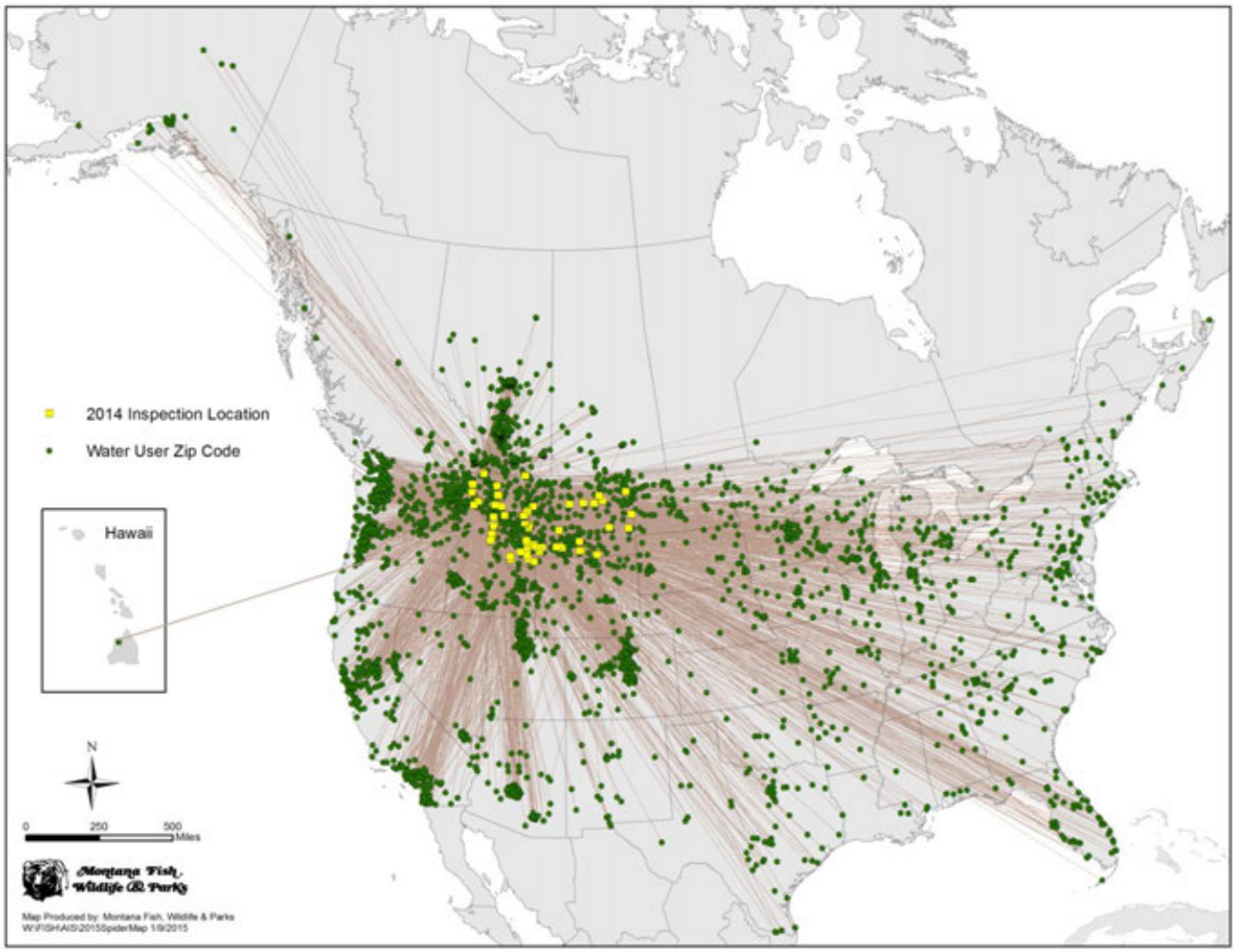

Figure 8. Surveyed Water User Movement into Montana in 2014 (by zip code).

HIGH RISK BOATS

High-risk boats are motorized boats that have been in zebra or quagga mussel-positive states. These boats are more likely to be carrying adult or veliger mussels, therefore extra time and care is taken during inspection of these boats. Determining which stations see the most high-risk boats helps in cost-benefit analysis and in program guidance. The station with the highest percentage of watercraft coming from high-risk states was Wibaux, followed by Culbertson, Dillon, and Hardin (Fig. 10). Overall, boater movement data shows water users generally moving between the Great Lakes and eastern Montana, between the Southwest and western Montana, and between the Pacific Northwest and Flathead Lake.

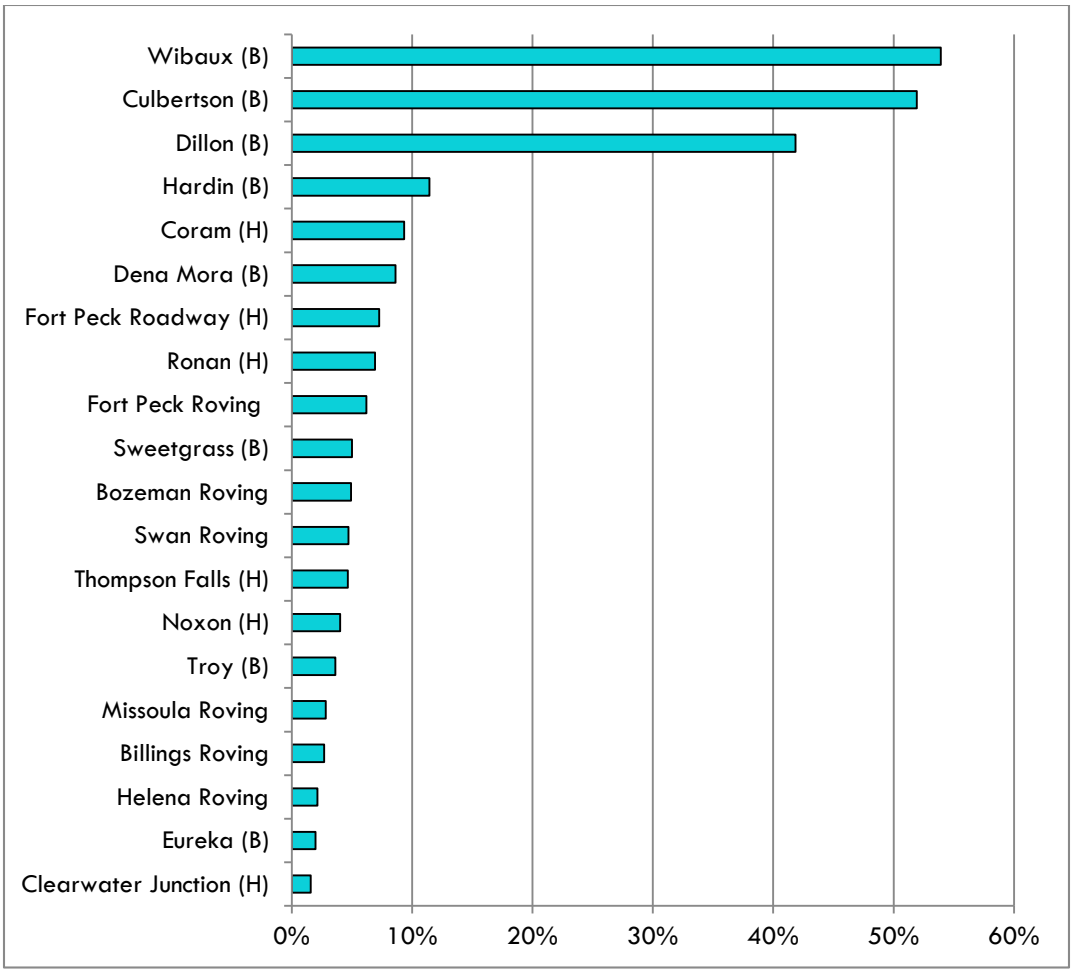

Figure 9. Percentage of High-Risk Boats by Station

(B)= Border Station (H) =Highway Station

IN-STATE AND OUT-OF STATE BOATS

Figure 10, which shows the percentage of in-state vs out-of-state boats at all seasonally permanent and roving inspection stations, illustrates that border stations see higher percentages of out-of-state boats than internal stations and roving crews. However, internal stations are still extremely important within the overall prevention strategy. First, many in-state boats recreate regularly in dreissenid, EWM, and other AIS-positive waters and then return home to Montana. It is also common for Montana residents to purchase used boats from out-of state, particularly from Minnesota. Internal stations provide another level of protection for in-state boats that might miss inspection at the border. Second, internal stations help prevent movement of AIS between Montana waters. In-state boats might be carrying EWM, NZMS, illegal bait/live fish, or an AIS that is not yet detected in Montana. There is often a delay between the time that an AIS becomes established in a waterbody and the time it is detected. Internal inspection stations minimize the potential spread of AIS among Montana waters.

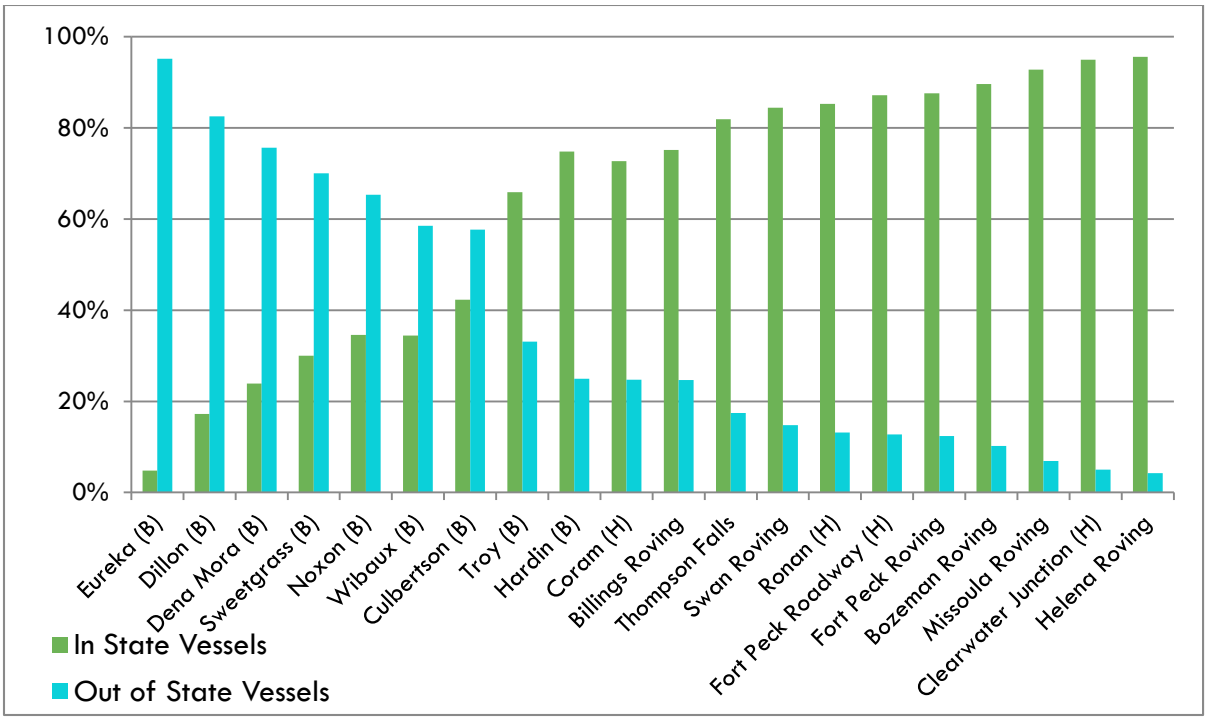

Figure 10. Percentage of In-State and Out-of-State Vessels by Station.

(B)= Border Station (H) =Highway Station

AIS OBSERVED

Out of the 34,121 boats that were inspected during the 2014 field season, 454 (1%) boats had some type of fouling (Table 2). Standing water (water in bilges, live wells, etc) was the most common type of boat fouling, closely followed by vegetation. Standing water is a concern because it can carry mussel larvae, disease-causing pathogens, and plant fragments. Dreissenid mussels were found on three boats over the course of the season, all of which were dead.

When a dreissenid mussel-infested boat or piece of equipment is found, protocol mandates that staff from the FWP AIS management team is contacted and oversee cleaning of that watercraft. If the boat is especially complex, marine mechanics are brought in to aid in the decontamination process. Boats are held at a secure facility during this time, and must pass a second inspection before they are allowed to launch in Montana waters. If a boat or piece of equipment is carrying vegetation or any other AIS besides mussels, the AIS is removed and the boat is cleaned on site and released.

Table 2. Data Summary of 2014 Watercraft Inspection Stations

Station	Out-of State	In-State	Unknown Origin	Zebra/ Quagga Mussels	Eurasian watermilfoil (EWM)	Curlyleaf pondweed (CLP)	Vegetation (not EWM or CLP)	Standing Water	Marine Organisms	Illegal Bait	Illegal Fish	Other	Total Failed Inspections
Border Stations													
Culbertson	60	44	0				1						**1**
Dena Mora	1421	449	8				7						**7**
Dillon	633	132	2	1			3	5	2			1	**12**
Eureka	1065	54	0		1	1	4	13					**19**
Hardin	561	1681	5	2			8	35	9	2	1	1	**58**
Noxon	488	258	1			1	5					1	**7**
Sweetgrass	14	6	0										**0**
Troy	785	1562	23		1		40	15				1	**57**
Wibaux	367	216	44				1						**1**
Interior Stations													
Clearwater	353	6697	1		1		32	66					**99**
Coram	855	2516	89		1	1	4	13	3		1		**23**
Fort Peck Roadway	184	1259	1		5		1		1			1	**8**
Ronan	650	4224	80				1	8			1	6	**16**
Thompson Falls	359	1687	14		11	12	63	11			7	2	**106**
Roving Stations													
Billings Roving	183	557	1					**6**		1			**7**
Bozeman Roving	97	852	2				1	2					**3**
Fort Peck Roving	14	99	0		1								**1**
Helena Roving	70	1567	2				2	8		1	2		**13**
Missoula Roving	93	1243	4			1	7	3					**11**
Swan Roving	72	411	4				2	1					**3**
Other-Called In	2								2				**2**
Totals	**8266**	**25470**	**281**	**3**	**21**	**16**	**182**	**186**	**17**	**4**	**12**	**13**	**454**

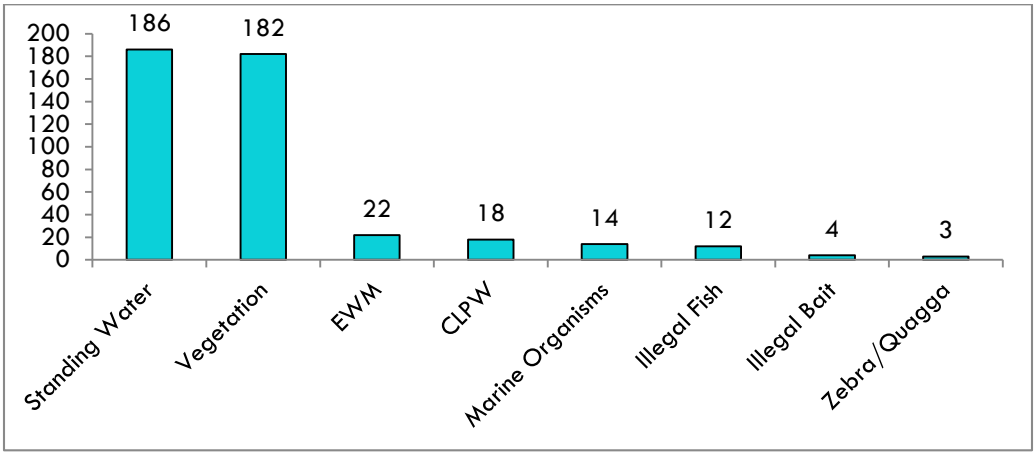

Figure 11. Number of AIS found by FWP Inspectors during the 2014 Inspection Season

LIVE FISH

It is illegal to transport live fish, including baitfish, into Montana without authorization from FWP, and it is unlawful to possess or transport live fish away from the body of water in which the fish were taken anywhere in the western and central fishing district. Live non-game fish may be used as bait in certain waters in the central and eastern fishing districts. These regulations exist in order to prevent the introduction of non-native fish into Montana's waters and also because the fish and the water they are transported in could be carrying disease-causing pathogens, weeds, snails, mussels, etc. In 2014 inspectors found twelve cases of illegal live fish over the course of the season (Table 3). Standard protocol for inspection staff is to confiscate any illegal live fish and call an FWP game warden.

Table 3. Occurrences of Illegal Live Fish in 2014

Date	Location of Incident	Waterbody Source	Species	FWP Region
5/27	Coram	Lake Five	30 yellow perch	1
6/7	Thompson Falls	Noxon Reservoir	1 bass	1
6/15	Hardin	Yellowtail Reservoir	1 smallmouth bass	5
7/1	Wolf Creek Bridge	Holter Lake	8 yellow perch	4
7/2	Wolf Creek Bridge	Holter Lake	2 walleye, 1 yellow perch	4
7/5	Thompson Falls	Noxon Reservoir	trout (no number available)	1
7/5	Ronan Hwy	Kicking Horse Reservoir	5 bass	1
7/10	Thompson Falls	Noxon Reservoir	1 northern pike, 3 perch	1
7/18	Thompson Falls	Noxon Reservoir	2 yellow perch, 2 northern pike, 3 bass	1
7/20	Thompson Falls	Noxon Reservoir	6 yellow perch, 2 northern pike	1
8/16	Thompson Falls	Noxon Reservoir	1 yellow perch, 3 smallmouth bass	1
8/27	Thompson Falls	Noxon Reservoir	4 yellow perch, 1 smallmouth bass	1

The high number of illegal live fish is troubling concern, as the majority of the people who had these fish are Montana residents and anglers and therefore should know the regulations. When fish are accidently or knowingly introduced into a waterbody where they don't belong, they can wreak havoc on the existing fishery, wiping out or seriously suppressing native fish assemblages and other desirable game fish. FWP's Fisheries, Communication and Education, and Law Enforcement Divisions teamed up on a new ad and public outreach campaign in 2014 to target this extremely damaging practice.

LIVE BAIT OTHER THAN FISH

Live bait other than fish was used by 3,680 (about 11%) water users inspected in 2014 (Figure 12). Live animals such as mealworms, red worms, night crawlers, leeches, maggots, crayfish, reptiles, amphibians, and insects may be used as bait on all waters not restricted to artificial flies and lures, but live bait animals may not be imported into the state without authority from FWP. Anglers who use leeches in Montana must have purchased them locally or have a bill-of-sale from an FWP-approved out-of-state dealer. Leeches have the potential to transport dreissenid veligers or pathogens on them or in the water that they are sold in. Watercraft station inspectors ask anglers to turn over leeches if the angler cannot prove that they were legally obtained. FWP inspectors encountered four cases of illegal leeches in 2014, but no other bait violations.

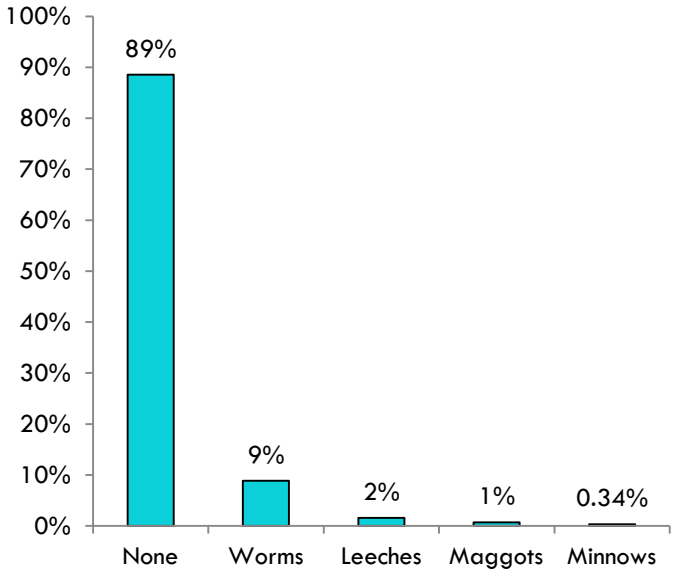

Figure 12. Percentage of Anglers Possessing Live Bait Other Than Fish at the Time of Inspection in 2014

BOAT CONDITION AND CLEANING FREQUENCY

The overwhelming majority of boats (98%) were clean upon their arrival at an FWP inspection station in 2014 . Boaters and anglers were asked how frequently they clean their boats and equipment, and their responses were characterized as "Sufficient" if they cleaned between waters or every time, "Insufficient" if they clean once per year to every other time, and "Never" if they never clean their boat or only do so less than once a year (Fig. 13).

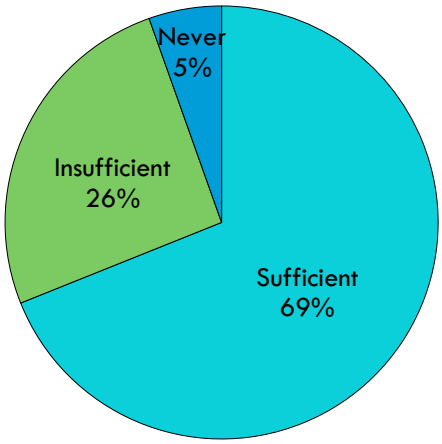

Figure 13. Frequency of Boat Cleaning Among Surveyed Users.

COMMERCIALLY HAULED AND OVERSIZE VESSEL TRACKING AND INSPECTION

Montana Department of Transportation (MDT) helps support the AIS Program in several ways, including the tracking and inspection of commercially hauled and oversize vessels. Licensing and Permitting personnel with MDT question boat haulers about the origin and destination of vessels during the permitting process, and include a restriction on permits requiring boat haulers to contact FWP upon entry into Montana. Staff with the FWP AIS Program receives notifications for all permitted vessels entering the state, and follow up with all boats whose final destination is Montana, including providing an inspection prior to launch if that is warranted. The majority of commercially hauled boats (72%) are just passing through Montana (Fig. 14), and of those, 78% are westbound (Fig. 16). Montana forwards all notifications on to our cohorts in neighboring states. Of the 28% that are destined for Montana, 46% come from eastern states, and Helena is the most common destination, closely followed by Kalispell (Fig. 17).

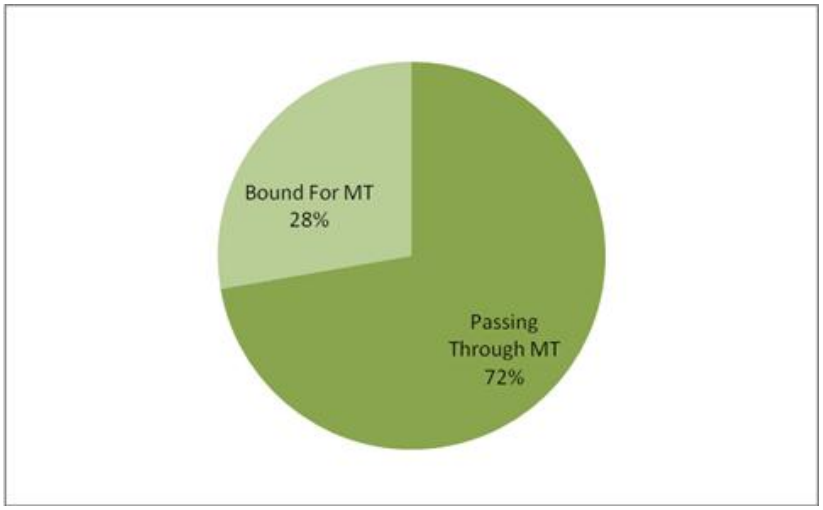

Figure 14. Percentage of Commercially-Hauled boats Bound for MT vs. Passing Through MT

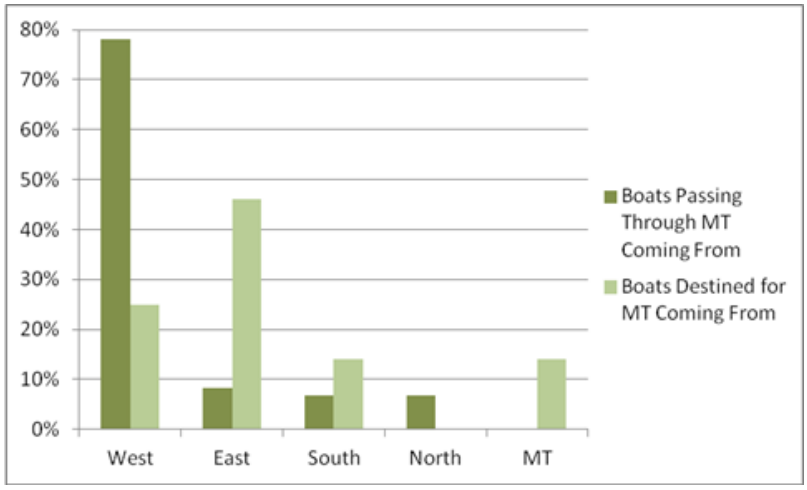

Figure 15: Origin and Direction of Travel for Commercially Hauled Boats Passing Through MT

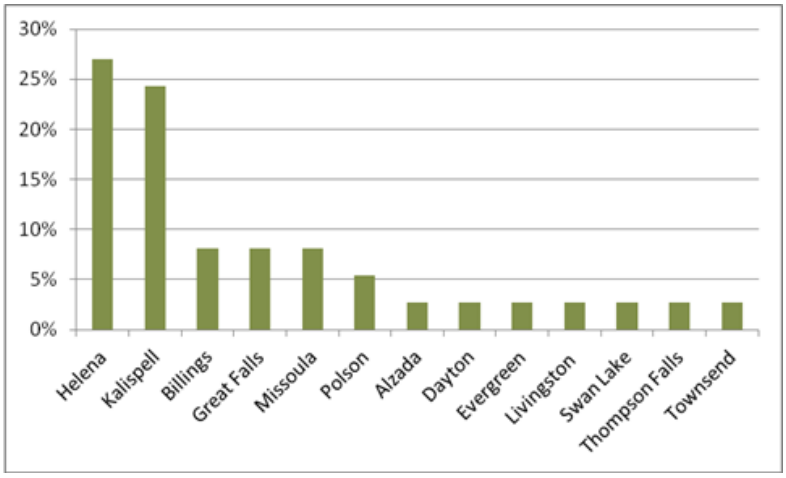

Figure 16. Destination City of Montana-Bound Commercially Hauled Boats

SUMMARY

The 2014 watercraft inspection program has continued to be very successful. The vast majority of recreationists who were stopped and interviewed were highly supportive of the program and of FWP's efforts to prevent the spread of AIS. Knowledge and awareness of the issues surrounding AIS has steadily risen, to where it is now an anomaly to come across a boater or angler who has not heard of the issue. Unfortunately, despite a high level of awareness, many water users still do not Inspect, Clean, Dry their boats sufficiently to remove all AIS before moving from one waterbody to another. Outreach efforts need to be continued until water users not only know about the problem, but change their behavior and wash and clean their boats and equipment each and every time they move between waterbodies. Also, the occurrences of illegal bait and illegal live fish show that these important fishing regulations are not always followed. The AIS program will attempt to address these areas of weakness in future strategies.

FWP looks forward to continued successful collaboration on AIS issues with MDA, DNRC, MDT, and other partner agencies and groups.

APPENDIX A. ORIGIN OF SURVEYED WATER USERS

State/Province of Origin	# of Water Users	% of Total
MT - Montana	25,514	74.78%
ID - Idaho	1,659	4.86%
WA - Washington	1,469	4.31%
AB - Alberta, Canada	1,325	3.88%
WY - Wyoming	444	1.30%
CA - California	406	1.19%
OR - Oregon	371	1.09%
BC - British Columbia, Can.	305	0.89%
CO - Colorado	292	0.86%
UT - Utah	277	0.81%
ND - North Dakota	241	0.71%
AZ - Arizona	186	0.55%
MN - Minnesota	146	0.43%
TX - Texas	120	0.35%
FL - Florida	105	0.31%
WI - Wisconsin	97	0.28%
SD - South Dakota	88	0.26%
NV - Nevada	80	0.23%
MI - Michigan	65	0.19%
MO - Missouri	46	0.13%
SK - Saskatchewan	41	0.12%
IA - Iowa	38	0.11%
IL - Illinois	38	0.11%
IN - Indiana	37	0.11%
PA - Pennsylvania	36	0.11%
TN - Tennessee	33	0.10%
NC- North Carolina	32	0.09%
NM - New Mexico	29	0.08%
AK - Alaska	26	0.08%
GA - Georgia	25	0.07%
OH - Ohio	23	0.07%
CT - Connecticut	19	0.06%
NE - Nebraska	18	0.05%
AR - Arkansas	17	0.05%
NY - New York	17	0.05%
SC - South Carolina	16	0.05%
VA - Virginia	16	0.05%
MD - Maryland	15	0.04%
OK - Oklahoma	15	0.04%

State/Province of Origin	# of Water Users	% of Total
ON - Ontario, Canada	12	0.04%
AL - Alabama	11	0.03%
KS - Kansas	11	0.03%
LA - Louisiana	10	0.03%
VT - Vermont	10	0.03%
MA - Massachusetts	8	0.02%
ME - Maine	7	0.02%
NH - New Hampshire	7	0.02%
MS - Mississippi	6	0.02%
KY - Kentucky	5	0.01%
MB - Manitoba, Canada	5	0.01%
QC - Quebec, Canada	5	0.01%
NJ - New Jersey	4	0.01%
NS - Nova Scotia, Canada	3	0.01%
RI - Rhode Island	3	0.01%
YT - Yukon Territory, Canada	3	0.01%
DE - Delaware	2	0.01%
DC - District of Columbia	1	0.00%
No Information Available	281	0.82%
Total	**34,121**	**100%**

APPENDIX B. THE TOP 40 PREVIOUSLY VISITED WATERBODIES.

The top 40 waterbodies that surveyed water users had visited in the last 30 days.

Previously Visited Water Body	# of Inspections	Percentage of Total
Flathead Lake, MT	1,463	5.14%
Blackfoot River, MT	1,384	4.87%
Tongue River Reservoir, MT	1,092	3.84%
Salmon Lake, MT	938	3.30%
Noxon Rapids Reservoir, MT	852	3.00%
Missouri River, MT	817	2.87%
Seeley Lake, MT	781	2.75%
Canyon Ferry Reservoir, MT	766	2.69%
Fort Peck Reservoir, MT	753	2.65%
Lake McDonald - Glacier National Park, MT	696	2.45%
Holter Lake, MT	682	2.40%
Bull Lake, MT	629	2.21%
Clark Fork River, MT	612	2.15%
Lake Como, MT	584	2.05%
Bighorn River, MT	498	1.75%
Browns Lake, MT	483	1.70%
Bighorn Lake (Yellowtail Reservoir), MT	444	1.56%
Placid Lake, MT	436	1.53%
Lake Koocanusa, MT	424	1.49%
Lake Pend Oreille, ID	403	1.42%
Bitterroot River, MT	390	1.37%
Swan Lake, MT	376	1.32%
Lake Coeur d'Alene, ID	354	1.24%
Hauser Lake, MT	346	1.22%
Cooney Reservoir, MT	331	1.16%
Madison River, MT	306	1.08%
Flathead River, MT	304	1.07%
Middle Fork Flathead River, MT	295	1.04%
Lake Five, MT	222	0.78%
Holland Lake, MT	202	0.71%
Hungry Horse Reservoir, MT	199	0.70%
Whitefish Lake, MT	193	0.68%
Yellowstone River, MT	192	0.67%
Lake Mary Ronan, MT	183	0.64%
Georgetown Lake, MT	169	0.59%
Lake Elwell (Tiber Reservoir), MT	164	0.58%
Kootenai River, MT	142	0.50%
Bighole River, MT	136	0.48%
North Fork Flathead River, MT	135	0.47%
Upsata Lake, MT	135	0.47%

APPENDIX C. THE TOP 40 DESTINATION WATERBODIES.

The top 40 waterbodies that surveyed water users indicated as destinations following the inspection.

Destination Water Body	# of Inspections	Percent of Total
Flathead Lake, MT	4,388	13.25%
Blackfoot River, MT	1,568	4.74%
Seeley Lake, MT	1,302	3.93%
Fort Peck Reservoir, MT	1,201	3.63%
Salmon Lake, MT	1,198	3.62%
Canyon Ferry Reservoir, MT	961	2.90%
Lake Koocanusa, MT	961	2.90%
Missouri River, MT	953	2.88%
Swan Lake, MT	768	2.32%
Holter Lake, MT	768	2.32%
Noxon Rapids Reservoir, MT	722	2.18%
Lake Como, MT	702	2.12%
Placid Lake, MT	640	1.93%
Bull Lake, MT	631	1.91%
Clark Fork River, MT	621	1.88%
Flathead River, MT	547	1.65%
Tongue River Reservoir, MT	546	1.65%
Lake Mary Ronan, MT	543	1.64%
Whitefish Lake, MT	529	1.60%
Bighorn Lake (Yellowtail Reservoir), MT	511	1.54%
Lake McDonald - Glacier National Park, MT	497	1.50%
Browns Lake, MT	431	1.30%
Yellowstone River, MT	430	1.30%
Hungry Horse Reservoir, MT	422	1.27%
Holland Lake, MT	377	1.14%
Madison River, MT	376	1.14%
Bighorn River, MT	373	1.13%
Bitterroot River, MT	363	1.10%
Cooney Reservoir, MT	347	1.05%
Glacier National Park, MT	323	0.98%
Hauser Lake, MT	294	0.89%
Middle Fork Flathead River, MT	258	0.78%
North Fork Flathead River, MT	216	0.65%
Lake Pend Oreille, ID	204	0.62%
Echo Lake (Flathead Co.), MT	202	0.61%
Hyalite Reservoir, MT	185	0.56%
Georgetown Lake, MT	181	0.55%
Lake Alva, MT	180	0.54%
Lake Coeur d'Alene, ID	167	0.50%
Kootenai River, MT	166	0.50%